



NEWSLETTER

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Editor: Michael Sullivan

CLUB GETS ELECTRIC TRAINER AND A NEW IC TRAINER

A new electric trainer has joined the club's training programme—almost as big as the IC trainer, it is capable of 20 minute flights with its brushless motor and four cell lipo battery and declared to be a delight to fly. It will be especially useful on the club's Wednesday evening electric sessions in the summer, which can go on past the seven o'clock curfew imposed on IC engines.. Next Wednesday, June 11th is an electric club night.

CLUB IC TRAINER BITES GRASS

The club's trusty IC trainer, veteran of many flights and the occasional mishap since the season's training regime began, lost its tail in a rare mid-air collision at Harefield and plunged to destruction. The other model survived. Trainer Matthew Dawson is assembling a new one. A couple of weeks earlier, trainee Roy Lanning managed to bend two of the ill fated trainer's engine mounts while under instruction, but he went on to pass his A Certificate after two field replacements (below).



Above: Trainee Peter Dorow (right) and instructor Mike Pugh show off the club's new electric trainer. Like its sister IC trainer, it is fitted with 2.4 Gig radio and buddy box. This important step in the training programme is a tribute to the club's volunteer instructors and examiners and to the willingness of the membership—particularly the experienced old hands - to accept that everyone must gain the A Certificate by the end of the year for flying solo. Six have passed. 17 to go!



Left: The flooded pits at Harefield after the disastrous May Bank Holiday weekend when persistent, torrential rain and wind hit the South of England, leaving the north of the country basking in hot sunshine. More heavy rain followed during the next two weeks and the saturated Harefield ground took on a soggy mess more suited to the depths of winter. Small wheeled models found it difficult to get airborne and it was not possible for some time to get the mower on to the grass. . We are, of course, hoping for a Flaming June to dry us out. There is to be a rabbit hole filling work party before Scale Day in July.



Big smiles from Adam Parkes (left) and Graham Spencer, after achieving their "A" Certificates.

IN-CLUB FUEL SUPPLIES.

Our in-club fuel provider John Fowles reports that he still has some "straight" fuel available at the old price of £7 per gallon. His prices for the latest delivery of fuel have increased, but are still favourable in comparison with normal retail sources. They are:-

Straight fuel	£8 per gallon.
Five per cent nitro fuel	£10 per gallon
Ten per cent nitro fuel	£12 per gallon

Call John on 01923 775749 to arrange pick-up.



Electric flight expert Stuart Whitehouse delivered a fascinating talk to club members in May, taking them through the history of electric motor and battery development and packing his talk with useful hints and information about this fast developing and ever improving source of power for models.

Stuart will try to be at the field for the summer Wednesday night electric sessions to assist and advise potential converts to electric power.



More free frequency pegs are now available in the clubhouse— high visibility YELLOW for 35 MHz users and BLACK pegs for 2.4 Gig fans. 2.4 Gig ownership is increasing and although the whole point of it is that it eliminates the danger of frequency clashes it is still good practice for the peg board to let everybody know who is flying. Some diligent members insisted that the "colour" for 2.4 pegs should be the officially allocated black, (rather than our suggested red) but there is an obvious difficulty with writing a name on a black peg, so ours sport a white label for your convenience. Use them please!



Leon Taylor's reservations about the likely flight performance of his mighty kit built Lysander, displayed at the February project evening, were vindicated when he couldn't get it off the ground at Harefield and broke the undercarriage in the process of trying. But he tried again at a larger, flatter and smoother model field in West London and managed to get it airborne. After much desperate in-flight trimming he managed to tame it and explore the stall before getting it back on the ground tidily and in one piece. And his verdict? "I'm glad I flew it, but it's a pig to fly and it's for sale" said Leon cheerfully.

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